

AUTOMOTIVE
SECTIONMOTOR TRUCKS FOR
SUBURBAN EXPRESS

The problem of good roads is only one part of a bigger problem—transportation. So says R. E. Fulton, vice president of the International Motor Company.

It is necessary, he continues, to state this obvious fact for the simple reason that the obvious is usually the last thing we see. The other half of the problem is vehicles plus their motive power.

Good transportation has resolved itself into two things: good roads and motor trucks. A favorable sign of the times is the growing recognition on the part of good roads advocates that good roads exist for the use of better transportation media—the motor truck and the automobile.

The motor truck is not only replacing horse transportation, but in many cases it is supplanting railroads. The motor truck is the solution of the modern transportation problem.

Replacing Railroads.

In addition to the unlimited use of motor trucks for delivery purposes, they are substituting for railroads where the railroads themselves are unable to replace spurs, which are a source of expense and difficulty. Also, in intercity shipments large truck companies operate transportation service for merchandise, supplies, etc.

An idea of the extent of this form of transportation which is calling for better roads and the best motor trucks is given by the example of Callan Brothers of New York, who operate a motor truck transportation system within a radius of 400 miles of New York city. They have a fleet of more than forty seven-and-one-half ton Mack trucks. They have closely connected their service with the Erie Barge Canal, which runs from Buffalo on Lake Erie, across the State of New York, joining the Hudson river at Troy, a distance of 387 miles.

Link Eight Warehouses.

Callan Brothers have linked their eight large warehouses, with a storage capacity of 90,000 square feet, and their motor truck service with the terminals of the canal in New York city and important upstate transshipment points along the canal. The Harlem River Ship Canal is eight miles long. Callan Brothers unload freight direct from the canal barges at their warehouses alongside their yard for shipment by their large fleet of motor trucks and delivery direct to consignees or to Callan Brothers' warehouses to be held for future delivery in New England, New Jersey, Delaware, Pennsylvania, or other seaboard States, or to trans-Atlantic piers in New York city.

These motor truck transport systems are the outcome of the inability of the railroads to handle the great quantities of freight which have congested railway traffic in all parts of the country. This condition is responsible for the discovery of the real value of the motor truck as a

transportation medium. Motor trucks were used in connecting the broken lines of railroad shipping and are replacing the use of local freight trains on "short hauls" to a considerable extent, thereby releasing freight cars for the more essential shipments on longer hauls.

Means Safer Delivery.

Shipping freight by motor truck means less handling, less damage and safer delivery. It eliminates at least five handlings of goods as shipped by railroad: First, from factory or warehouse to freight station; second, loading from freight station or truck to cars; third, unloading at destination from cars to trucks or freight station; fourth, unloading from trucks to stores, factories or warehouses; and fifth, handling in case the goods are removed from the car to freight station and held until the consignee sends a motor truck to remove them.

Distances considered practical for motor truck transportation are held by various authorities to average from 100 to 300 miles. In special instances trips of 400 miles have been made. An exceptional demonstration of long distance hauling is the fleet of motor trucks which the Goodyear Tire and Rubber Company operates between Akron, Ohio, and Boston for the shipment of fabrics and rubber supplies. These machines make the round trip of approximately 1,560 miles in from six to nine days, depending on the weather and road conditions. They are driven between terminals with no stops other than for meals and supplies. Each truck is manned with two drivers, one of whom drives while the other sleeps.

Forerunner of Big Era.

The establishing of long distance motor truck service during the emergency of the war is undoubtedly the forerunner of a continuation of such service on an even larger scale in the era of peace. The service is demonstrating to manufacturers and merchants that motor truck transportation is the only way to escape delays caused by slow moving local railroad freight trains and the loss of time that had frequently been ex-

perienced even before the railroad freight congestion became so acute. Department stores in New York city and Philadelphia are extensively patronizing long distance motor truck freight service. This method of transportation insures prompt receipt of goods.

Carry Varied Products.

The products carried by motor trucks have hardly any limitations. Recently several tons of finished leather, valued at \$40,000, were shipped by motor truck from Philadelphia to New York overnight. Railroad service at the same time would have required from four to seven days. Machinery manufacturers and cotton and woolen mills in New England cannot wait to await the arrival of slow incoming freight, so they have their raw materials delivered to them by motor trucks in express time. Heavy machinery is delivered direct from shops and foundries in Washington from warehouses in Baltimore. Tons of high explosives that railroads refuse to carry are delivered by motor trucks with but one handling after they leave the chemical works, and so on ad infinitum.

Farmers Use Motor Express.

Farmers, too, are turning to motor truck transportation. Thousands of them are now served by motor truck express lines, without which they would hardly be able to ship milk or farm produce. This service has enabled them materially to increase their production, with a certainty of reaching the market. In Maryland there are twenty such lines carrying supplies into Baltimore and Washington. They have a daily capacity of 115,000 ton-miles and haul more than 500 tons a day into these markets and take back an equal amount of merchandising to farmers and county merchants. The United States Food administration states that one man with a truck can haul as much farm produce as three men with wagons and cover three times the distance.

All of this emphasizes in a general way the conditions that have obtained in railroad transportation and explains why industrial and commercial interests are turning more and more from what had been considered "slow" to the use of motor trucks for transportation. Business men first turned to motor truck service to meet an emergency; now they are turning to it to insure against interruptions and delays in carrying on their operations.

Upkeep Less Expensive.

When counterbalanced by their capacity and more extended distance of travel, the upkeep of motor trucks has proved to be less expensive than the maintenance of horses. One of the big Mack trucks of the Callan fleet has been in the service for four years, and it has never had its engine taken down for a general overhauling. It is still in commission, carrying its rated capacity load every day.

The following is a schedule of the distances and time made by Callan Brothers' seven and one-half-ton Mack trucks:

Route	Miles	Hours
New York to Philadelphia	100	12
New York to Baltimore	185	22
New York to New Haven	110	14
New York to Waterbury, Conn.	95	11
New York to New Haven, Conn.	77	9
New York to Bridgeport, Conn.	85	10
New York to Hartford, Conn.	115	14
New York to Springfield, Mass.	120	15
New York to Worcester, Mass.	130	16

The foregoing gives a practical insight into the transportation methods of the immediate future. Motor truck

transportation has come to stay. The problem now is to perfect and develop it.

Engineers See Opportunity.

Engineers who for years have been engaged in the building of better roads are now including in their efforts the problem of better motor transportation. They realize that good roads are but a means to an end—efficient transportation, the getting of things from where they are to where they are needed in the best, quickest and most economical manner.

Within a range of 50 to 100 miles the motor truck is today easily a competitor on better than even terms with the railroad. All that is needed to widen the limits of this zone is the building of smooth, hard surfaced highways of adequate strength. Government recognition has been taken of this fact, and a new Government department is to be born out of the street of the great war. Its purpose will be to create a country-wide system of roads that can be used in winter as well as summer. This has the double advantage of a strictly military measure and of relieving railroads.

It is now proposed that topographical maps be prepared showing our present road network and a systematic plan will be made of an interlocking system of roads, upon which the products of the nation may be moved from coast to coast, and from the Canadian border to the Gulf of Mexico. New and sounder types of roads than heretofore will have to be constructed, having as the first consideration the greatly increased wear and tear of heavy trucks. Even the best of our existing highways are not calculated to withstand continuous traction of heavy duty trucks.

The best engineering brains of the world thrashed out the problem of road construction behind the battle lines in Belgium, France, and Italy. An approach to its solution was made when the engineering division of the French army "metalled" the roads behind Verdun in such speedy fashion that heavy tractors too heavy with men, munitions and supplies of all kinds were enabled to pound over those roads day and night, thus giving the Hun a blow that led to his defeat. This lesson of Verdun has awakened highway engineers to the possibilities of automobile truck transportation in times of peace as well as war.

The problem of transportation will be solved by good roads engineers and motor truck engineers working in co-operation to achieve the desired end.

THE MOTOR
TRUCK

O, the gentlest Touredan,
He's the slickest, spick and span,
An' he leads a life of luxury an' ease;
Buster, he's a motor truck!
Of the racy, reckless sort,
An' his electric shod's a lady, if you please!
I'm related to their tribe,
But I ain't what you'd describe
As a slicker, or a sportin' lucky-buck;
I'm the roughneck of the crew—
I'm the coarse smooth Yahoo—
I'm the un-aristocratic Motor Truck!

I'm the sturdy son of toil,
I'm the grim and grimy muck,
An' the bedlam of the busy marts of trade;
You can pipe me off a mile
By my roud and ready style,
An' my hale an' hearty hiccough on a grade.
I can carry heavy freight
At a slow an' steady gait—
I'm the patient, ploddin' sort with pep and pluck—
But I gotta groan an' grunt
When I do my toiled stunt.
'Cause I'm just a plain, piebald Motor Truck!

Where they dig an' blast an' bore
In the earth for oil an' ore,
Twist the mines and mills I ply with
O'er the rugged mountain trails
I kin trundle with the mails—
An' the toll me I'm a bear at building roads.
From the theefal countryside
Where the farms an' fields abide,
I transport tremendous loads of market truck.
O' I'm busy an' I'm tough,
'Cause I'm bus of all sort stuff—
I'm your bustlin', busky, rustlin' Motor Truck!

To the furthestmost advance,
O' our fightin' force in France,
In the face of them inhuman, hellish Huns
To the front-line trenches fanned
By the breeze from No Man's Land—
I kin lug the ammunition an' the guns,
I kin truck what tons of food
O'er them shell-torn stretches strewn
With the grim debris of battle, blood and mud.
An' I'll do my bit unawed,
By the everlastin' God,
As a cravin', smokin', 'T. S. Army Truck!
C. WILLES HALLOCK in the Denver Post.



This column is devoted to the interest of the autoist. All questions as to care and upkeep, engine troubles, tours, etc., will be cheerfully and fully answered by an expert. Questions must reach this office not later than Thursday to insure issue in current week. Address all communications care Automobile Editor Washington Times, giving initials of inquirer for instant purpose. If your car is in trouble on the road and you need a tow or assistance, avail yourself of The Times Auto Emergency Service. It is yours for the asking. See notice in this section.

The Hartig Tire Company, 1612 Fourteenth street northwest, has started to expand their business, and have opened several branches not only in Washington but elsewhere.

The Hartig people have the distribution of the Ajax, J. & D. and India tires, and they intend to carry a full line of all these tires at all their branches.

At present they have opened salesrooms at Baltimore and Norfolk, and are planning still further expansion. Locally they have two branches besides their main office. One of these is located at 1015 Eighth street southeast, and the other at 3292 M street northwest.

In addition to the tires already mentioned it is the intention of the company to handle all standard makes as soon as arrangements can be made.

At their main salesrooms they have added a fully equipped repair shop, under W. F. Garrity, a factory expert of many years' experience.

License plates that are being used for commercial cars, both for dealers and users, are to be produced by prison labor, a bill having been passed by the N. Y. legislature to that effect. Equipment for manufacturing the plates is to be installed at the Sing Sing and Auburn prisons, and it is said that the State will effect a considerable saving, as the consumption of plates was approximately 500,000 last year. It is understood that New Jersey, which utilizes convict labor to produce its automobile license plates, has found the plan very economical.

In 1918 automobile manufacturers paid a total of \$33,000,000 in taxes to the Federal Government. In the same period car owners paid \$50,000,000 in motor registration fees to the States. Total automobile taxes including the personal property, excise, local charges, etc., for the year are estimated at \$150,000,000. The charges will reach \$200,000,000 in 1919. All of these are paid by car owners in the last analysis, making a total charge of \$25 per car for 1918.

Against this it should be noted that of the 2,500,000 miles of highways in the United States but 6,250 miles are equal to the demands of heavy duty traffic, and this mileage is made up of loose, unconnected links. It would appear from this that the needs of the car owner have not been considered in highway construction, yet his taxes amount to a sum equal to more than half of the total road expenditures in the United States for any single year. Evidently a national policy is needed.

Secretary of State Hugo (N. Y.) is sending lists of the 51 lenses and light controlling devices for eliminating headlight glare, thus far approved, to the chiefs of police, justices of peace, and all other officials, asking for a strict observance of the law. Troopers of the State police have received orders to note cars operated with glaring headlights. Prediction is made that within thirty days all cars will be equipped with non-glaring devices in conformity with the law.

Immediate Deliveries

THE NEW

Commonwealth

Ultra-4-Forty

Five Passenger Touring Car

Beauty—Dependability—Quality

\$1285

You will be immediately impressed with this ideal popular priced car, which combines luxury with dependability and rugged strength.

We Can Make Immediate Deliveries

Call Main 9188 for a demonstration.

E. H. Bauer Company

636 G Street N. W. Phone Main 9188

USED CARS ALL MAKES

We'll Buy Your CASH
Car for CASH PAID
or Sell You One FOR
On Easy Payments GOOD
CARS

At LOWEST PRICES

See Our Stock First

Washington Motor Exchange

2024 Fourteenth St. N. W.

M. A. Dempf North 4728 J. Fulton Ligon

The Cadillac has benefited by a national habit of hunting for things that are basically right, and, when found, holding fast to them.

The Cook & Stoddard Co.

1138-40 Conn. Ave.

Franklin 3900

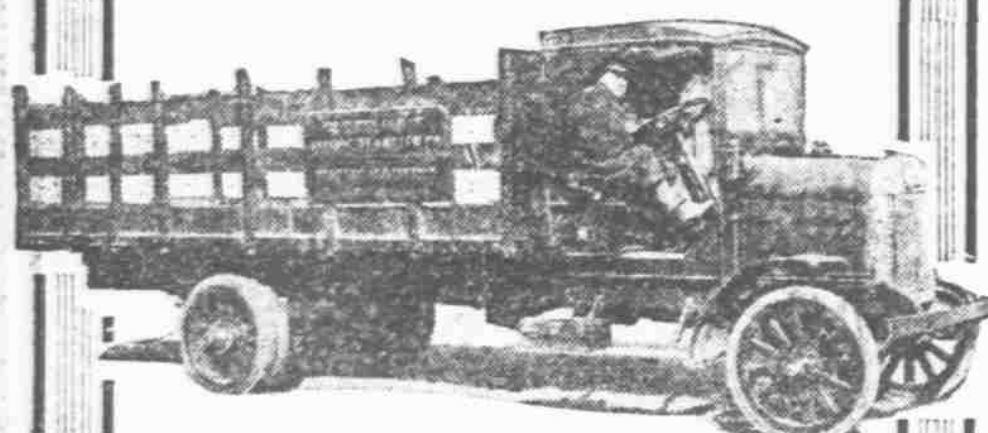
Giant
TRUCKS

ONLY the highest standardization of units in GIANT trucks—units that can safely be guaranteed by the manufacturers and ourselves—

FOR instance—GIANT trucks use



THAT'S just one of the reasons why Jacobs Transfer Co. purchased this 3½-ton GIANT from us.



1, 1½, 2 and 3½ Ton Models

Exclusive Agents for D. C., Maryland and Virginia

Forst Bros., Inc.

General Offices and Salesrooms:

1315 NEW YORK AVENUE N. W. WASHINGTON, D. C.

Save Your Motor

Install

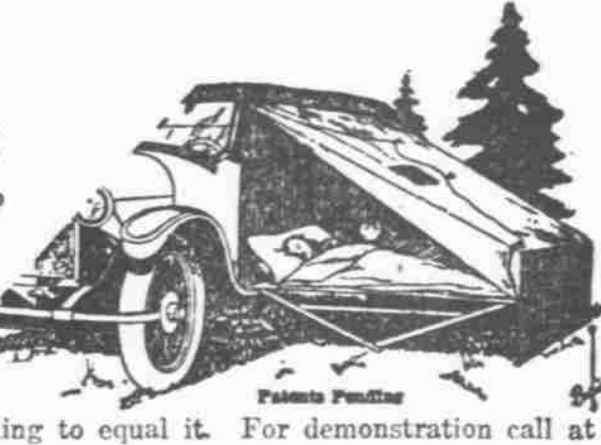
Kaufman
De-carbon-izer

Cures Carbon Knocks
Faulty Valves
Fouling Spark Plugs
Keeps Motor Efficient
A Necessity on Every
Automobile

Kaufman De-carbon-izer Co.
210 2d Street N. W.
Phone Franklin 6053

Outdoor
Comfort

Sound, healthful sleep anywhere night happens to catch you. Stop when and where you like. Folds upon the running board in a bundle 6½x8x7 inches, with bedding complete. Nothing to equal it. For demonstration call at



1608 14th St.
American Auto Top Shop

PortageTires

Cord or Fabric
6,000 Miles • Ford Sizes 7,500 Miles

Forget Your Tires

Equip your car with Portage Oversize Daisy Tread Tires—then settle down for 6,000 and more long, happy miles.

Built generously oversize and provided with an extra ply of fabric, Portage Tires really are unusually strong and husky.

A "cushion strip" extends from bead to bead—treads simply can't loosen up. Many other good qualities—let us tell you about them and quote prices.

UNIVERSAL TIRE CO.

DISTRIBUTORS
1502 14th St. N. W.
FRANKLIN 3347.

